

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT**

Project Type:	Reconstruction/Rehabilitation	P.I. Number:	621690
GDOT District:	6	County:	Floyd
Federal Route Number:	N/A	State Route Number:	101
Project Number:	STP00-0167-01(013)		

SR 101 Widening from 600 feet North of McCord Road to Lombardy Way

Submitted for approval:

Scott Shelton, P.E. – Gresham Smith & Partners	DATE
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Local Government <i>(if applicable)</i>	DATE
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State Program Delivery Engineer	DATE
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GDOT Project Manager	DATE
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Recommendation for approval: *(Delete any inapplicable signature lines)*

Program Control Administrator	DATE
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State Environmental Administrator	DATE
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State Traffic Engineer	DATE
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Project Review Engineer	DATE
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State Utilities Engineer	DATE
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District Engineer	DATE
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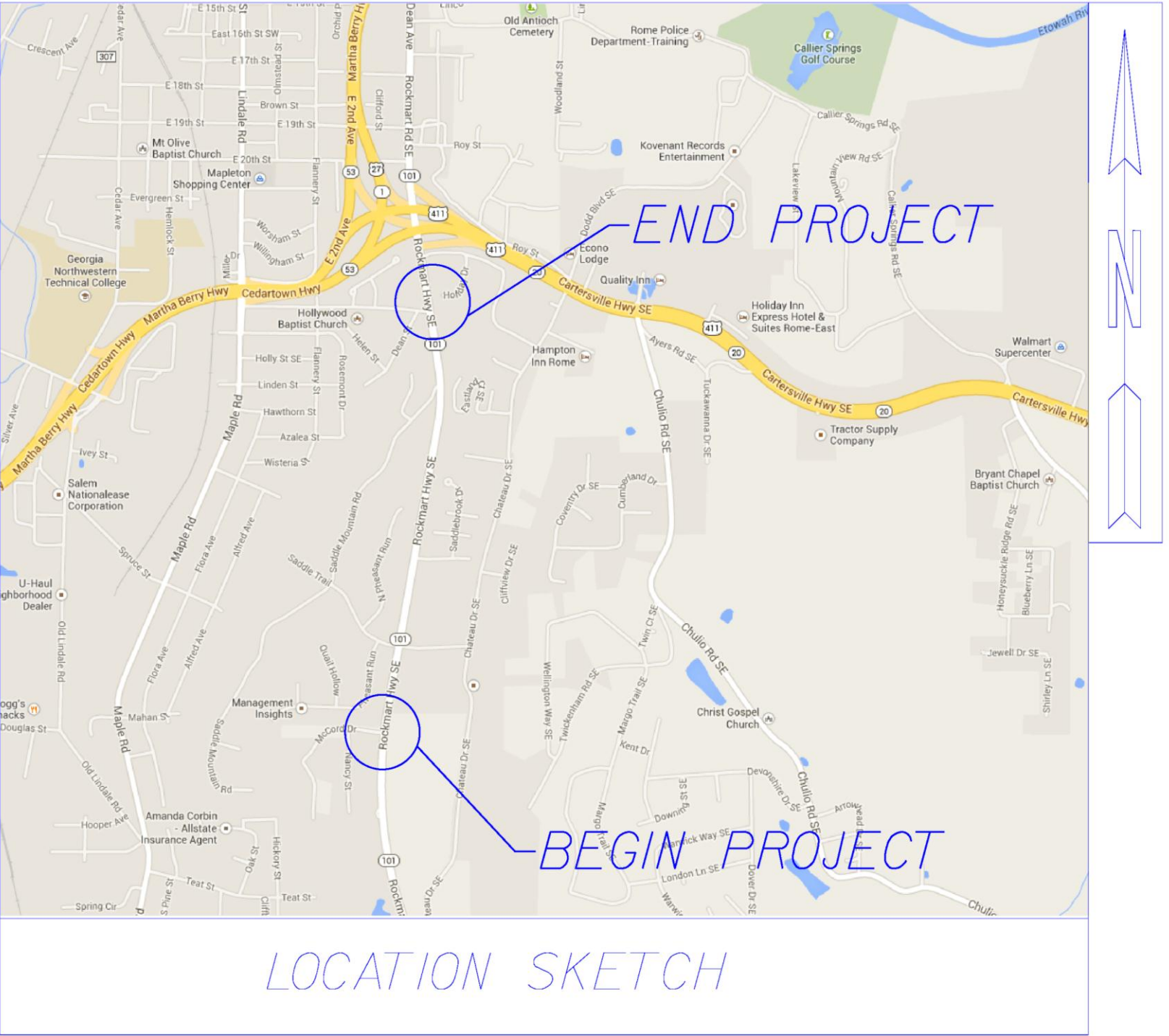
State Bridge Design Engineer	DATE
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State Transportation Financial Management Administrator	DATE
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The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

State Transportation Planning Administrator	DATE
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PROJECT LOCATION MAP



County: Floyd

PLANNING AND BACKGROUND

Project Justification Statement: The proposed project is part of a series of SR 101 projects that each consist of the widening of SR 101 in order to improve mobility and create a safer roadway corridor for the growing southern portion of Floyd County. In 1994, the GDOT Office of Planning performed a study of the entire SR 101 corridor and recommended the route be widened in order to maintain an acceptable Level of Service (LOS) over the following 20 years. The project was programmed by GDOT in 1999 and was also added to the Floyd/Rome 2006-2008 Transportation Improvement Plan (TIP) as project S-92-25.

Currently, the proposed project is listed in the Floyd/Rome 2040 Long Range Transportation Plan (LRTP) as a short-term priority project scheduled to complete Preliminary Engineering (PE) between 2016 and 2022. The proposed project is also listed as a mid-term priority project scheduled to complete right-of-way (ROW) acquisition and construction (CST) between 2023 and 2029.

Existing conditions: This section of SR 101 is currently a 2 lane roadway.

Other projects in the area:

P.I. 0000400 – SR 101 Widening from South Rome Bypass to McCord Road (CR 740)

P.I. 0000401– SR 101 Widening from Pleasant Hope Road (CR 57) to South Rome Bypass

P.I. 0000406 – SR 101 from SR 6/US 278 (Polk Co) to Pleasant Hope Church Road (CR 57) (Floyd Co)

P.I. 632760 – SR 101 Dean Avenue at SR 1/SR 20/SR 53/US 411 Interchange Reconstruction in Rome

P.I. 620900 – SR 101/ S of Rome over SR 20

P.I. 662420 – SE Rome Bypass from SR 101 NE on new location to US 411

P.I. 621600 – S Rome Bypass/US 27 from SR 1 along Booze Mountain Road to SR 101 at CR 96

MPO: Floyd - Rome Urban Transportation Study (FRUTS)

MPO Project ID S-92-25

Regional Commission: Northwest Georgia RC

RC Project ID 05

Congressional District(s): 14

Federal Oversight: ☐ Full Oversight ☒ Exempt ☐ State Funded ☐ Other

Projected Traffic: AADT

Current Year (2013): 11,800 Open Year (2021): 13,550 Design Year (2041): 19,250
Traffic Projections Performed by: Michael Baker Corp

Functional Classification (Mainline): Urban Minor Arterial Street

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:

Warrants met: ☐ None ☒ Bicycle ☐ Pedestrian ☐ Transit

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project?

☒ No ☐ Yes

Pavement Evaluation and Recommendations

Preliminary Pavement Evaluation Summary Report Required? ☐ No ☒ Yes
Preliminary Pavement Type Selection Report Required? ☒ No ☐ Yes
Feasible Pavement Alternatives: ☒ HMA ☐ PCC ☐ HMA & PCC

DESIGN AND STRUCTURAL

Description of the proposed project:

Major Structures: None Anticipated

Mainline Design Features: SR 101 /Urban Minor Arterial Street

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2		4
- Lane Width(s)	12'	12'	11' Inside 12' Outside
- Median Width & Type	None	14'	TWLTL – 14'
- Outside Shoulder or Border Area Width	2' Paved; 6' Total	14'	8' Paved; 18' Total
- Outside Shoulder Slope	4.00%	6.00%	6.00%
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	None	5'	5' Either side
- Auxiliary Lanes	None	None	None
- Bike Lanes	None		Use Outside Paved Shoulder
Posted Speed	50		50
Design Speed	Varies 40-50	50	50
Min Horizontal Curve Radius	2800'	2800	2800'
Maximum Superelevation Rate	6%	6%	6%
Maximum Grade	6%	6%	6%
Access Control	By Permit	By Permit	By Permit
Design Vehicle		WB-50	WB-50
Pavement Type	HMA	HMA	HMA

*According to GDOT design policy if applicable

Major Interchanges/Intersections:

SR 101 at Saddle Trail, which is an existing intersection North of McCord Road which connects SR 101 with Chateau Drive. The intersection is signalized.

Lighting required:

☒ No ☐ Yes

Off-site Detours Anticipated:

☒ No ☐ Undetermined ☐ Yes

Transportation Management Plan [TMP] Required:

If Yes: Project classified as:

TMP Components Anticipated: ☐ TTC

☒ No ☐ Yes

☐ Non-Significant

☐ Significant

☐ TO

☐ PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	No	Undeter- mined	Yes	Appvl Date (if applicable)
1. Design Speed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Lane Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Shoulder Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Bridge Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Horizontal Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Superelevation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Vertical Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Grade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Stopping Sight Distance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Cross Slope	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Vertical Clearance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. Lateral Offset to Obstruction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. Bridge Structural Capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	Reviewing Office	No	Undeter-- mined	Yes	Appvl Date (if applicable)
1. Access Control/Median Openings	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Intersection Sight Distance	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Intersection Skew Angle	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Lateral Offset to Obstruction	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Rumble Strips	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Safety Edge	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Median Usage	DP&S	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. Roundabout Illumination Levels	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Complete Streets	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. ADA & PROWAG	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. GDOT Construction Standards	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. GDOT Drainage Manual	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. GDOT Bridge & Structural Manual	Bridges	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Median usage and width: A 14' flush median for a 50 mph section will require a design variance.

VE Study anticipated:

☒ No

☐ Yes

☐ Completed – Date:

UTILITY AND PROPERTY

Temporary State Route needed:

☒ No

☐ Yes

☐ Undetermined

Railroad Involvement: N/A

Utility Involvements:

Atlanta Gas Light Resources (AGL) – Natural Gas
AT&T (ATTD) – Distribution Communications
City of Rome (COR) – Water & Sewer
Comcast Communications (CCAST) – Cable Television
Georgia Power (GPD)- Distribution Electric
Floyd County Water (FCW) – Water
Appalachian Valley Fiber Network (AVFN) – Fiber Optic
Kinder Morgan Pipeline (KMP) – Petroleum Pipeline
Georgia Power Company Transmission (GPCT)

SUE Required: ☐ No ☒ Yes ☐ Undetermined

Public Interest Determination Policy and Procedure recommended (Utilities)? ☐ No ☒ Yes

Right-of-Way (ROW): Existing width: 90-100 ft Proposed width: 130-180 ft
Required Right-of-Way anticipated: ☐ None ☒ Yes ☐ Undetermined
Easements anticipated: ☐ None ☒ Temporary ☒ Permanent ☐ Utility ☐ Other

Anticipated total number of impacted parcels:	48
Displacements anticipated:	
Businesses:	0
Residences:	2
Other:	0
Total Displacements:	2

Location and Design approval: ☐ Not Required ☒ Required

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: None Anticipated

Context Sensitive Solutions Proposed: N/A

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:

GEPA: ☐ NEPA: ☐ CE ☒ EA/FONSI ☐ EIS

MS4 Permit Compliance – Is the project located in a MS4 area? ☐ No ☒ Yes

County: Floyd

Environmental Permits/Variances/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Forest Service/Corps Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Is a PAR required? ☒ No ☐ Yes ☐ Completed – Date:

Environmental Comments and Information:

NEPA: At this time, work for several environmental studies has begun, and these studies have been submitted to GDOT for review.

Ecology: The Ecology Study has been submitted to GDOT for review. An additional study for the Indiana Bat will be needed.

History: The History Study has been submitted to GDOT for review. Comments were received on February 11, 2014, and the team expects to submit the revised study back to GDOT by March 14, 2014 for review.

Archeology: No archeology sites were found in adjacent projects, but additional investigation will be needed.

Air Quality:

Is the project located in a PM 2.5 Non-attainment area?

☐ No

☒ Yes

Is the project located in an Ozone Non-attainment area?

☒ No

☐ Yes

Is a Carbon Monoxide hotspot analysis required?

☒ No

☐ Yes

Project matches proposed improvements in the TIP.

Noise Effects: A Noise Study will be required for this project

County: Floyd

Public Involvement:**Stakeholder Meeting with Floyd County School Board – May 13, 2013**

The school board expressed their concern about the impacts of this project to the buses travelling the corridor and the school located on the project. They named several side streets that need attention as well as other areas of concern. (Meeting Minutes are attached.)

Stakeholder Meeting with Emergency services – May 13, 2013

Emergency services described many of the common accidents type and locations that have occurred along the corridor. They identified problem areas where they would like to see improvements. (Meeting Minutes are attached.)

Stakeholder Meeting with Rome Staff/Elected Officials and Floyd County Staff –

July 25, 2013 The staff and local officials' did not have many comments concerning the widening of this portion of SR 101. (Meeting Minutes are attached.)

Public Interest Open House – November 19, 2013

163 people attended the meeting to learn about the project and offer comments. Overall the public was in support of the project due to safety concerns. The comments collected that were against the project focused mostly on impacts to properties. (Synopsis is attached.)

Major stakeholders: Traveling public, Floyd County Schools and churches along the corridor

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: None at this time

Early Completion Incentives recommended for consideration: ☒ No ☐ Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS**Initial Concept Meeting:**

Initial Concept Team Meeting was held May 21, 2013. This meeting introduced the project to the district staff. The South Rome Bypass projects were discussed and how they would impact this project. (Meeting minutes are attached.)

Concept Meeting: April 2014.

Other coordination to date: N/A

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Gresham, Smith, and Partners
Design	GDOT
Right-of-Way Acquisition	GDOT
Utility Relocation	GDOT
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	GDOT
Providing Detours	GDOT
Environmental Studies, Documents, & Permits	GDOT
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Project Cost Estimate Summary and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By						
\$ Amount					\$9,364,670	
Date of Estimate					3/5/2014	

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Widen SR 101 from 2 lane roadway to four lane roadway with two-way left turn lane from McCord Road to Lombardy Way

Estimated Property Impacts:		Estimated Total Cost:	
Estimated ROW Cost:		Estimated CST Time:	

Rationale: Met the project requirements with most cost effective design

No-Build Alternative: None

Estimated Property Impacts:	0	Estimated Total Cost:	0
Estimated ROW Cost:	0	Estimated CST Time:	0

Rationale: This Alternative does nothing to help improve the safety of the roadway or any other purpose to the project.

Alternative 1: Widen SR 101 from 2 lane roadway to four lane roadway with raised concrete median from McCord Drive to Lombardy Way.

Estimated Property Impacts:		Estimated Total Cost:	
Estimated ROW Cost:		Estimated CST Time:	

Rationale: This was not considered a viable alternative due to additional impacts to meet the speed design of 50 mph and is not recommended per the GDOT design policy manual for 50 mph. Average travel speeds did not warrant lowering the speed to 45 mph.

LIST OF ATTACHMENTS/SUPPORTING DATA *(List supporting data in attached order)*

1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
 - b. Completed Fuel & Asphalt Price Adjustment forms
 - c. Right-of-Way
 - d. Utilities
 - e. Environmental Mitigation (EPD, etc)
4. Crash summaries
5. Traffic diagrams
6. Capacity analysis summary *(tabular format)*
7. Hydrology Study for MS4 Permit *(if applicable)*
8. Pavement studies *(e.g. Preliminary Pavement Type Selection Report, etc.)*
9. Minutes of Concept meetings
10. Minutes of Stakeholder meetings

APPROVALS

Concur: _____
Director of Engineering

Approve: _____
Chief Engineer

Date

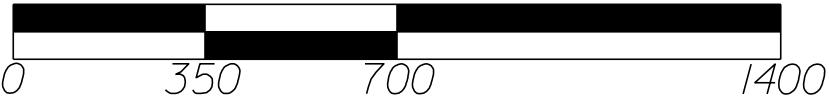


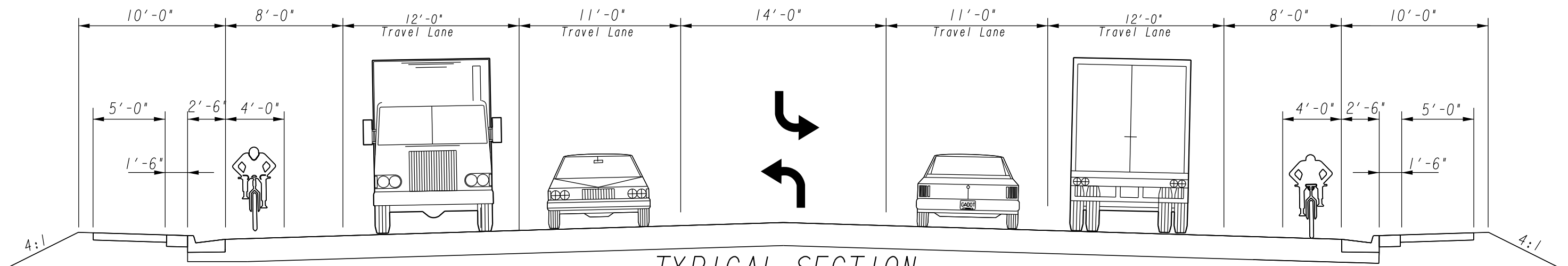
SR 101 Concept



G R E S H A M
S M I T H A N D
P A R T N E R S

SCALE IN FEET





TYPICAL SECTION
 SR 101 FROM 600' NORTH OF MCCORD ROAD TO LOMBARDY WAY
 SPEED LIMIT = 50 MPH



SR 101					
03/05/2014					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	EXTENSION
ROADWAY					
150-1000	TRAFFIC CONTROL -13-402	LS	LUMP	\$880,000.00	\$880,000.00
153-1300	FIELD ENGINEERS OFFICE TP 3	EA	1	\$80,743.64	80743.64
201-1500	CLEARING & GRUBBING -0000401	LS	LUMP	\$232,881.31	232881.31
205-0001	UNCLASS EXCAV	CY	832300	\$1.74	1448202
310-1101	GR AGGR BASE CRS, INCL MATL	TN	55022	\$15.38	846238.36
402-1812	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	TN	59	\$69.81	4118.79
402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	TN	20816	\$58.31	1213780.96
402-3130	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LI	M TN	7812	\$67.37	526294.44
402-3190	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	TN	10416	\$63.53	661728.48
413-1000	BITUM TACK COAT	GL	6626	\$2.46	16299.96
441-0204	PLAIN CONC DITCH PAVING, 4 IN	SY	0	\$28.84	0
441-0740	CONCRETE MEDIAN, 4 IN	SY	0	\$24.32	0
441-0748	CONCRETE MEDIAN, 6 IN	SY	0	\$42.00	0
441-5002	CONCRETE HEADER CURB, 6 IN, TP 2	LF	0	\$14.06	0
441-6222	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	LF	11205	\$11.91	133450.359
446-1100	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	LF	11205	\$7.75	86837.975
456-2015	INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (SKIP)	GLM	2	\$1,234.78	2469.56
441-0104	Concrete Sidewalk, 4IN	SY	617	\$24.34	\$15,021.62
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	5176	\$32.81	169827.5785
550-1240	STORM DRAIN PIPE, 24 IN, H 1-10	LF	1770	\$37.31	66026.24965
550-1241	STORM DRAIN PIPE, 24 IN, H 10-15	LF	0	\$37.13	0
550-1302	STORM DRAIN PIPE, 30 IN, H 15-20	LF	44	\$74.50	3301.04285
550-1480	STORM DRAIN PIPE, 48 IN, H 1-10	LF	0	\$90.39	0
550-1540	STORM DRAIN PIPE, 54 IN, H 1-10	LF	0	\$133.33	0
550-1600	STORM DRAIN PIPE, 60 IN, H 1-10	LF	0	\$127.36	0
668-1100	CATCH BASIN , GP 1	EA	36	\$2,114.80	76132.8
668-2100	DROP INLET, GP 1	EA	10	\$1,599.32	15993.2
550-3418	SAFETY END SECTION 18 IN, SIDE DRAIN, 4:1 SLOPE	EA	1	\$336.85	336.85
550-3424	SAFETY END SECTION 24 IN, SIDE DRAIN, 4:1 SLOPE	EA	2	\$603.47	1206.94
550-3430	SAFETY END SECTION 30 IN, SIDE DRAIN, 4:1 SLOPE	EA	1	\$856.88	856.88
550-3436	SAFETY END SECTION 36 IN, SIDE DRAIN, 4:1 SLOPE	EA	0	\$1,060.10	0
550-3442	SAFETY END SECTION 42 IN, SIDE DRAIN, 4:1 SLOPE	EA	0	\$1,757.17	0
550-4218	FLARED END SECTION 18 IN, STORM DRAIN	EA	0	\$628.94	0
550-4224	FLARED END SECTION 24 IN, STORM DRAIN	EA	0	\$639.79	0
550-4230	FLARED END SECTION 30 IN, STORM DRAIN	EA	0	\$719.71	0
603-2182	STN DUMPED RIP RAP, TP 3, 24 IN	SY	70	\$43.45	3041.5
610-9099	REM WINGWALLS & PARAPETS, STA -	LS	LUMP	\$4,143.11	4143.11
610-9099	REM WINGWALLS & PARAPETS, STA -	LS	LUMP	\$4,143.11	4143.11
610-9099	REM WINGWALLS & PARAPETS, STA -	LS	LUMP	\$4,143.11	4143.11
610-9099	REM WINGWALLS & PARAPETS, STA -	LS	LUMP	\$4,143.11	4143.11
610-9099	REM WINGWALLS & PARAPETS, STA -	LS	LUMP	\$4,143.11	4143.11
610-9099	REM WINGWALLS & PARAPETS, STA -	LS	LUMP	\$4,143.11	4143.11
610-9099	REM WINGWALLS & PARAPETS, STA -	LS	LUMP	\$4,143.11	4143.11
610-9099	REM WINGWALLS & PARAPETS, STA -	LS	LUMP	\$4,143.11	4143.11
610-9099	REM WINGWALLS & PARAPETS, STA -	LS	LUMP	\$4,143.11	4143.11
634-1200	RIGHT OF WAY MARKERS	EA	50	\$95.26	4763
641-1200	GUARDRAIL, TP W	LF	3000	\$16.88	50640

641-5001	GUARDRAIL ANCHORAGE, TP 1	EA	0	\$838.41	0	
641-5012	GUARDRAIL ANCHORAGE, TP 12	EA	2	\$1,989.62	3979.24	
PERMANENT EROSION CONTROL						
700-6910	PERMANENT GRASSING	AC	26	769.04	19,995.04	
700-7000	AGRICULTURAL LIME	TN	78	66.95	5,222.10	
700-8000	FERTILIZER MIXED GRADE	TN	27	533.28	14,398.56	
700-8100	FERTILIZER NITROGEN CONTENT	LB	1300	2.57	3,341.00	
711-0100	TURF REINFORCING MATTING, TP 1	SY	37000	3.40	125,800.00	
716-2000	EROSION CONTROL MATS, SLOPES	SY	32000	0.97	31,040.00	
	BIORETENTION POND #1	LS	LUMP	47,740.00	47,740.00	
	BIORETENTION POND #2	LS	LUMP	95,270.00	95,270.00	
	BIORETENTION POND #3	LS	LUMP	124,950.00	124,950.00	
TEMPORARY EROSION CONTROL						
163-0232	TEMPORARY GRASSING	AC	13	270.80	3,465.29	
163-0240	MULCH	TN	590	151.50	89,385.00	
163-0300	CONSTRUCTION EXIT	EA	5	1,240.41	6,202.05	
163-0501	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 1	EA	2	398.90	797.80	
163-0503	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	EA	4	440.94	1,763.76	
165-0010	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	LF	2500	0.49	1,225.00	
165-0030	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	LF	11000	0.45	4,950.00	
165-0085	MAINTENANCE OF SILT CONTROL GATE, TP 1	EA	2	174.60	349.20	
165-0087	MAINTENANCE OF SILT CONTROL GATE, TP 3	EA	4	79.74	318.96	
165-0101	MAINTENANCE OF CONSTRUCTION EXIT	EA	5	479.97	2,399.85	
167-1000	WATER QUALITY MONITORING AND SAMPLING	EA	3	292.84	878.52	
167-1500	WATER QUALITY INSPECTIONS	MO	24	448.72	10,769.28	
171-0010	TEMPORARY SILT FENCE, TYPE A	LF	2500	2.32	5,800.00	
171-0030	TEMPORARY SILT FENCE, TYPE C	LF	11000	2.81	30,910.00	
643-8200	BARRIER FENCE (ORANGE), 4 FT	LF	4770	1.55	7,393.50	
SIGNING AND MARKING						
636-5100	MILEPOST SIGNS	EA	2	129.72	259.44	
653-0120	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	EA	0	70.71	0.00	
653-2501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LM	2	1,534.33	3,390.87	
653-2502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	LM	2	1,554.84	3,079.90	
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	160	5.72	915.20	
653-1804	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	LF	2640	1.97	5,200.80	
653-3501	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	GLF	10459	0.22	2,300.96	
653-4502	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	GLM	2	978.96	1,939.17	
653-6004	THERMOPLASTIC TRAF STRIPING, WHITE	SY	238	3.00	714.00	
654-1001	RAISED PVMT MARKERS TP 1	EA	50	2.89	144.50	
654-1003	RAISED PVMT MARKERS TP 3	EA	115	3.31	380.65	
			SUB-TOTAL ROADWAY:			\$7,904,214.36
	AC Adjustment				\$670,063.23	
			10% Contingencies			790,421.44
				TOTAL: \$	\$9,364,699.02	

PROJ. NO.

STP00-167-01(013)

CALL NO.

P.I. NO.

621690

DATE

3/2/2014

INDEX (TYPE)

DATE

INDEX

REG. UNLEADED

Mar-14

\$ 3.293

DIESEL

\$ 3.909

LIQUID AC

\$ 563.00

Link to Fuel and AC Index:

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)

660449.67

\$

660,449.67

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 900.80

Monthly Asphalt Cement Price month project let (APL)

\$ 563.00

Total Monthly Tonnage of asphalt cement (TMT)

1955.15

ASPHALT	Tons	%AC	AC ton
Leveling	59	5.0%	2.95
12.5 OGFC	0	5.0%	0
12.5 mm	7812	5.0%	390.6
9.5 mm SP	0	5.0%	0
25 mm SP	20816	5.0%	1040.8
19 mm SP	10416	5.0%	520.8
	39103		1955.15

BITUMINOUS TACK COAT

Price Adjustment (PA)

\$ 9,613.56

\$

9,613.56

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 900.80

Monthly Asphalt Cement Price month project let (APL)

\$ 563.00

Total Monthly Tonnage of asphalt cement (TMT)

28.45933871

Bitum Tack

Gals	gals/ton	tons
6626	232.8234	28.4593387

PROJ. NO.	STP00-167-01(013)
P.I. NO.	621690
DATE	3/2/2014

CALL NO.

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	900.80			
Monthly Asphalt Cement Price month project let (APL)				\$	563.00			
Total Monthly Tonnage of asphalt cement (TMT)					0			

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT	\$	670,063.23
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Figure 6: Corridor Crash Diagram Overview

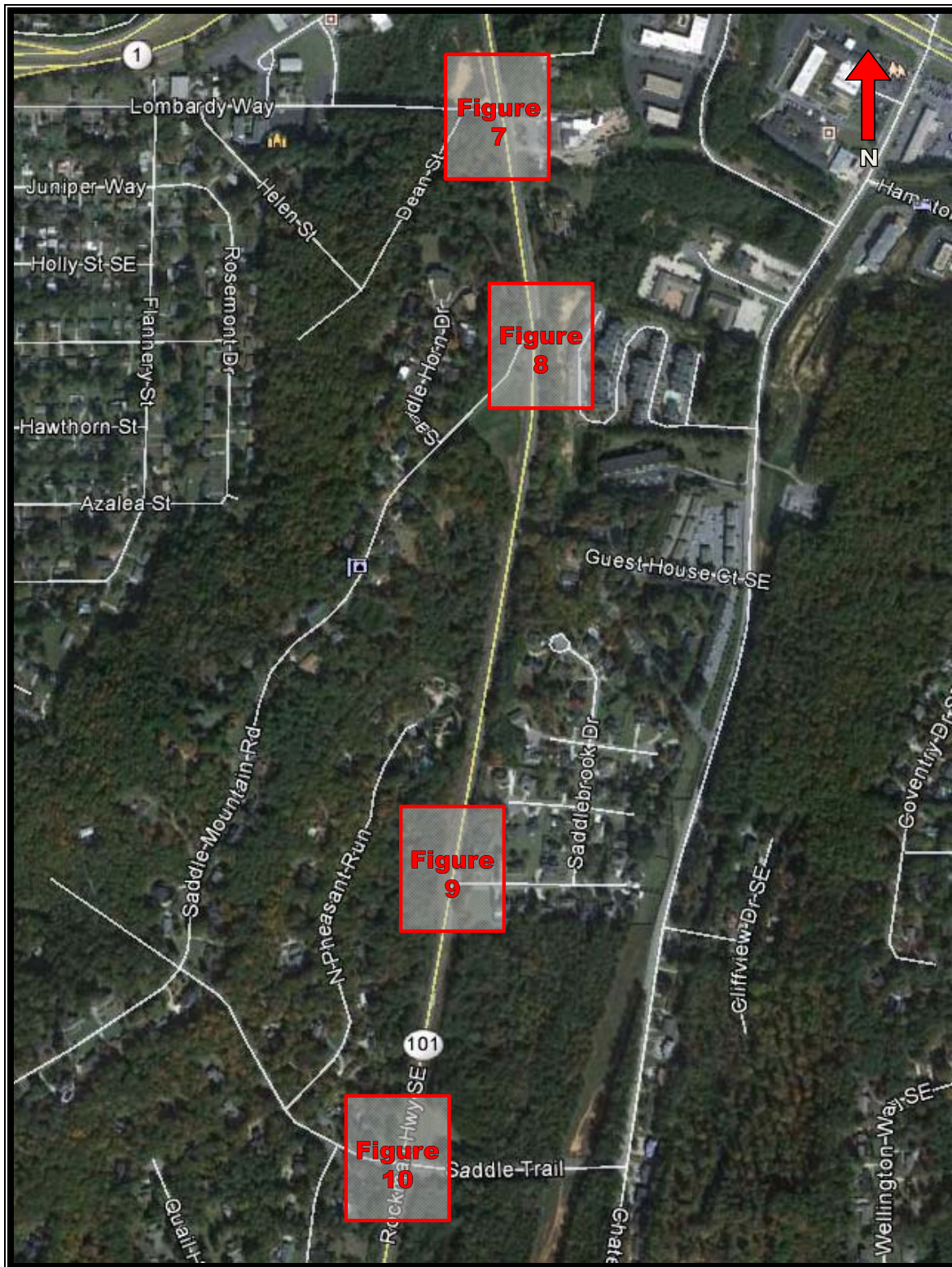


Figure 7: Lombardy Way Crash Diagram



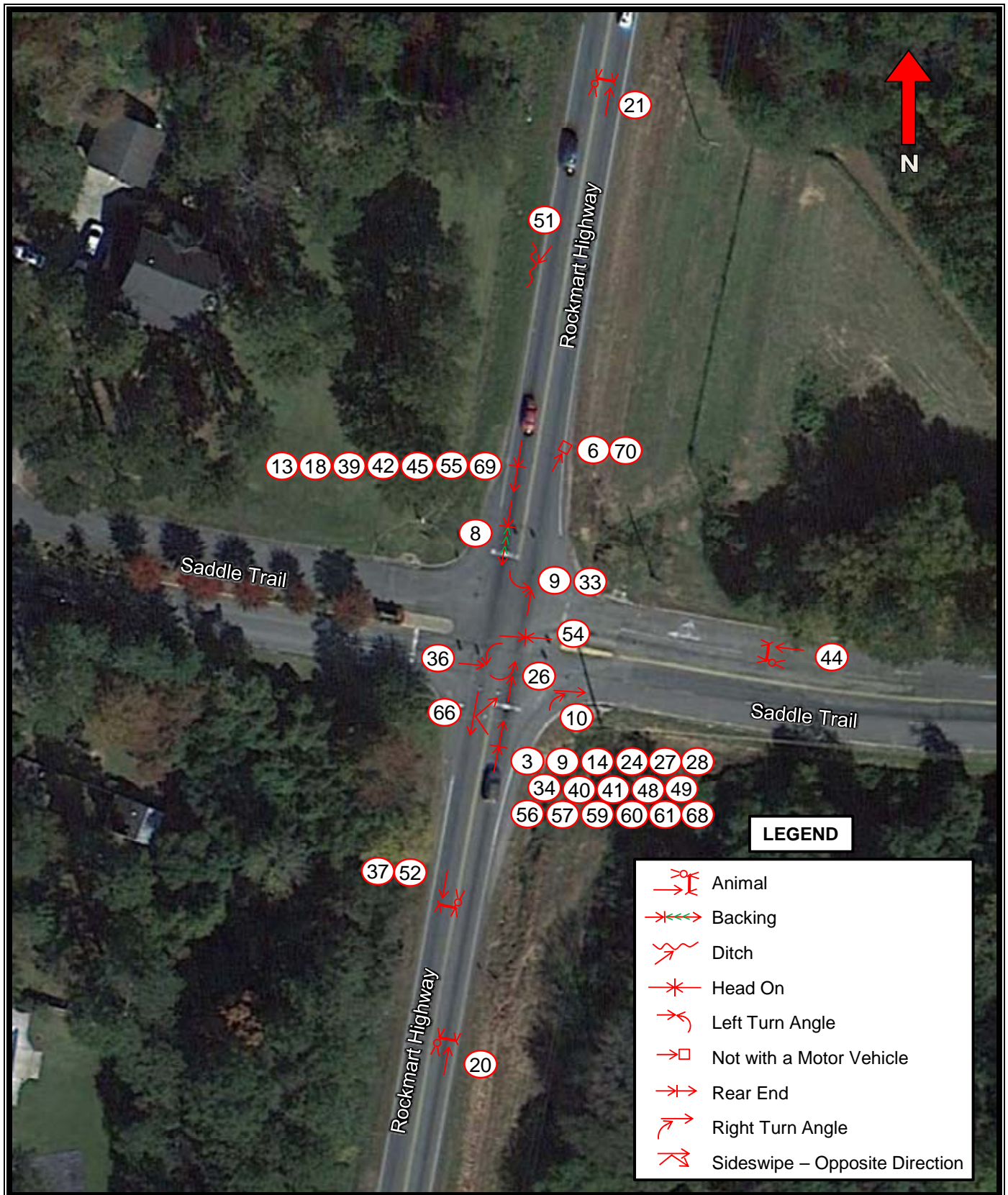
Figure 8: Saddle Mountain Road Crash Diagram



Figure 9: Saddlebrook Drive Crash Diagram



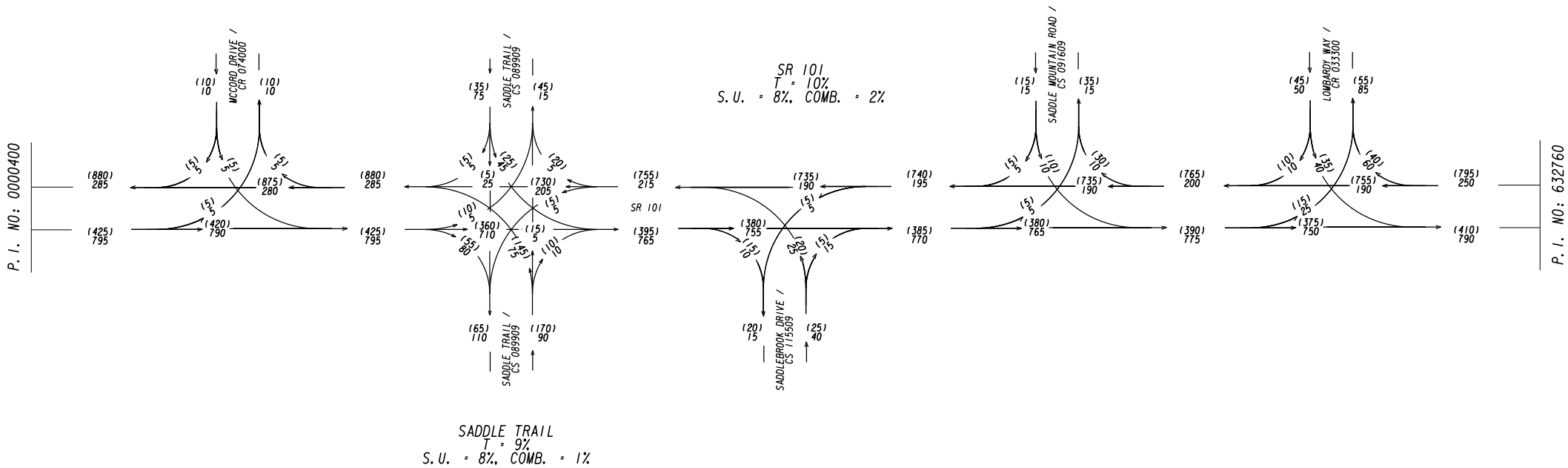
Figure 10: Saddle Trail Crash Diagram



Crash Diagram Details

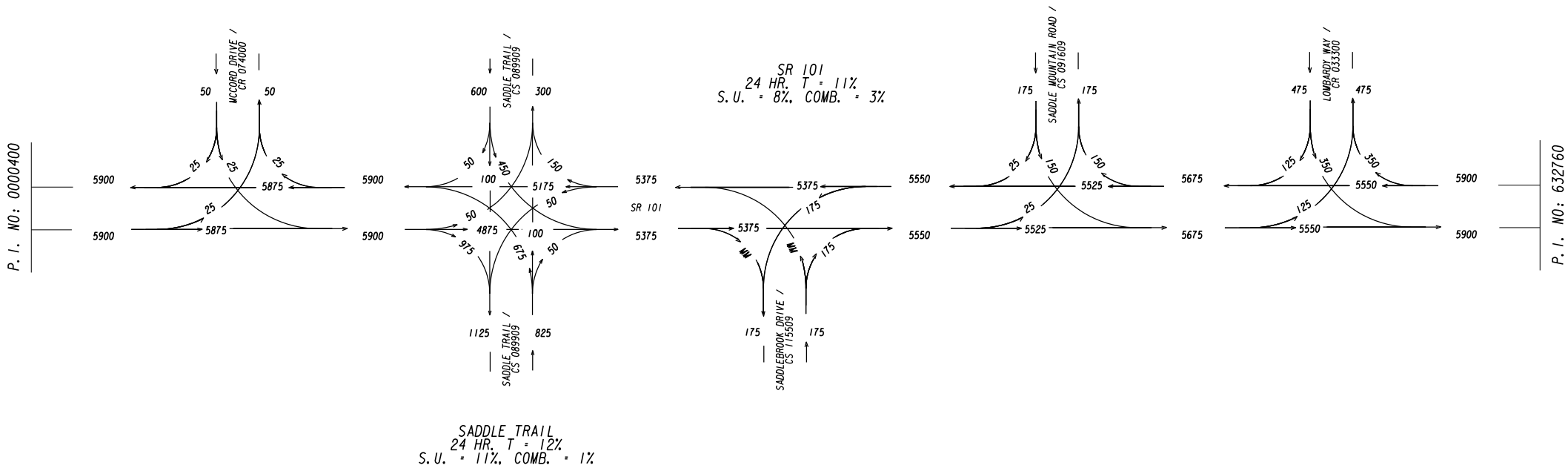
Crash Location	Crash Diagram Number	Crash Report Number	Date	Time	Injuries	Fatalities	Light Condition	Road Surface
Lombardy Way	4	80890414	3/11/2008	3:45 PM	0	0	Daylight	Dry
Lombardy Way	5	81520322	4/24/2008	7:50 AM	0	0	Daylight	Dry
Lombardy Way	7	81790563	5/12/2008	7:34 PM	0	0	Daylight	Dry
Lombardy Way	15	85180023	12/10/2008	3:11 PM	0	0	Daylight	Wet
Lombardy Way	16	85370158	12/20/2008	12:00 PM	0	0	Daylight	Wet
Lombardy Way	19	90150165	1/13/2009	12:04 AM	1	0	Dark-Not Lighted	Dry
Lombardy Way	23	92990495	7/16/2009	8:49 AM	0	0	Daylight	Dry
Lombardy Way	29	2603017	1/30/2010	11:24 AM	0	0	Daylight	Wet
Lombardy Way	32	3485197	4/5/2010	6:54 PM	0	0	Daylight	Dry
Lombardy Way	38	3731628	12/1/2010	6:07 PM	0	0	Dark-Lighted	Dry
Lombardy Way	43	3785537	5/23/2011	4:12 PM	0	0	Daylight	Dry
Lombardy Way	46	3855367	8/20/2011	2:32 PM	0	0	Daylight	Dry
Lombardy Way	47	3977276	9/26/2011	1:10 PM	0	0	Daylight	Dry
Lombardy Way	53	3918203	11/14/2011	2:23 PM	1	0	Daylight	Dry
Lombardy Way	62	4065665	4/23/2012	7:55 AM	0	0	Daylight	Dry
Lombardy Way	64	4192435	9/4/2012	5:35 PM	2	0	Daylight	Wet
Lombardy Way	71	4309511	12/27/2012	7:10 AM	0	0	Dark-Lighted	Dry
Saddle Mountain Road	2	80210264	1/25/2008	7:45 AM	0	0	Daylight	Dry
Saddle Mountain Road	12	83460282	9/2/2008	6:03 PM	0	0	Daylight	Dry
Saddle Mountain Road	22	92420163	6/17/2009	7:45 AM	1	0	Daylight	Dry
Saddle Mountain Road	50	3898603	10/27/2011	4:04 AM	0	0	Dark-Not Lighted	Dry
Saddle Mountain Road	63	4129947	6/29/2012	5:45 AM	0	0	Dark-Lighted	Dry
Saddle Mountain Road	65	4192468	9/4/2012	3:13 PM	0	0	Daylight	Wet
Saddlebrook Drive	1	80180053	1/22/2008	3:42 PM	0	0	Daylight	Wet
Saddlebrook Drive	11	83100159	8/18/2008	9:46 PM	0	0	Dark-Not Lighted	Dry
Saddlebrook Drive	17	85400119	12/27/2008	9:33 AM	0	0	Daylight	Dry
Saddlebrook Drive	25	409072	10/20/2009	11:07 AM	0	0	Daylight	Dry
Saddlebrook Drive	30	3431880	2/5/2010	3:11 PM	1	0	Daylight	Wet
Saddlebrook Drive	31	3459480	3/24/2010	1:28 PM	0	0	Daylight	Dry
Saddlebrook Drive	35	3488003	7/3/2010	6:23 PM	0	1	Daylight	Dry
Saddlebrook Drive	58	3953774	12/26/2011	6:21 PM	0	0	Dark-Not Lighted	Dry
Saddlebrook Drive	67	4231002	10/17/2012	8:26 PM	0	0	Dark-Not Lighted	Dry
Saddle Trail	3	80570168	2/22/2008	12:33 PM	0	0	Daylight	Wet
Saddle Trail	6	81790538	5/7/2008	8:20 AM	0	0	Daylight	Dry
Saddle Trail	8	81790569	5/13/2008	1:45 PM	0	0	Daylight	Dry
Saddle Trail	9	82320381	6/15/2008	12:27 PM	1	0	Daylight	Dry
Saddle Trail	10	83100154	8/18/2008	10:44 PM	1	0	Dark-Lighted	Dry
Saddle Trail	13	85520450	10/18/2008	7:55 PM	0	0	Daylight	Dry
Saddle Trail	14	84370269	10/27/2008	5:57 PM	0	0	Daylight	Dry
Saddle Trail	18	85400124	12/28/2008	3:57 PM	0	0	Daylight	Dry
Saddle Trail	20	91090082	3/24/2009	8:25 PM	0	0	Dark-Not Lighted	Dry
Saddle Trail	21	91130407	3/27/2009	7:30 PM	0	0	Dark-Lighted	Wet
Saddle Trail	24	93280096	8/4/2009	7:32 AM	0	0	Daylight	Dry
Saddle Trail	26	400607	11/16/2009	10:52 PM	2	0	Dark-Lighted	Dry
Saddle Trail	27	1773554	12/12/2009	3:00 PM	0	0	Daylight	Dry
Saddle Trail	28	1784654	1/25/2010	6:44 AM	0	0	Daylight	Wet
Saddle Trail	33	3479817	4/12/2010	1:16 PM	0	0	Daylight	Dry
Saddle Trail	34	3418377	5/13/2010	9:22 PM	0	0	Dark-Lighted	Dry
Saddle Trail	36	3577671	7/21/2010	4:06 PM	0	0	Daylight	Dry
Saddle Trail	37	3720031	11/8/2010	11:10 PM	0	0	Dark-Lighted	Dry
Saddle Trail	39	3598788	1/4/2011	2:28 PM	0	0	Daylight	Dry
Saddle Trail	40	3606125	1/7/2011	5:28 PM	0	0	Daylight	Dry
Saddle Trail	41	3665445	2/2/2011	7:37 AM	0	0	Daylight	Wet
Saddle Trail	42	3764153	5/3/2011	6:50 PM	0	0	Daylight	Wet
Saddle Trail	44	3819820	7/6/2011	8:35 PM	0	0	Daylight	Dry
Saddle Trail	45	3845945	8/11/2011	4:58 PM	0	0	Daylight	Dry
Saddle Trail	48	3977283	9/27/2011	7:18 AM	0	0	Daylight	Dry
Saddle Trail	49	3906894	10/14/2011	7:25 AM	1	0	Daylight	Dry
Saddle Trail	51	3909838	11/6/2011	2:26 PM	1	0	Daylight	Dry
Saddle Trail	52	3910326	11/8/2011	6:30 PM	0	0	Dark-Not Lighted	Dry
Saddle Trail	54	3921819	11/16/2011	6:22 PM	1	0	Dark-Not Lighted	Wet
Saddle Trail	55	3947481	12/16/2011	5:55 PM	0	0	Dark-Not Lighted	Wet
Saddle Trail	56	3947490	12/16/2011	5:50 PM	0	0	Dark-Not Lighted	Wet
Saddle Trail	57	3951533	12/20/2011	3:30 PM	0	0	Daylight	Wet
Saddle Trail	59	3972672	1/17/2012	4:28 PM	0	0	Daylight	Wet
Saddle Trail	60	3972449	1/17/2012	7:58 AM	1	0	Daylight	Wet
Saddle Trail	61	3972672	1/17/2012	4:28 PM	0	0	Daylight	Wet
Saddle Trail	66	4194912	9/7/2012	7:40 AM	0	0	Daylight	Dry
Saddle Trail	68	4250776	11/7/2012	7:28 AM	0	0	Daylight	Wet
Saddle Trail	69	4293515	12/12/2012	4:03 PM	0	0	Daylight	Dry
Saddle Trail	70	4293579	12/12/2012	4:36 PM	0	0	Daylight	Dry

SHEET 1 OF 1



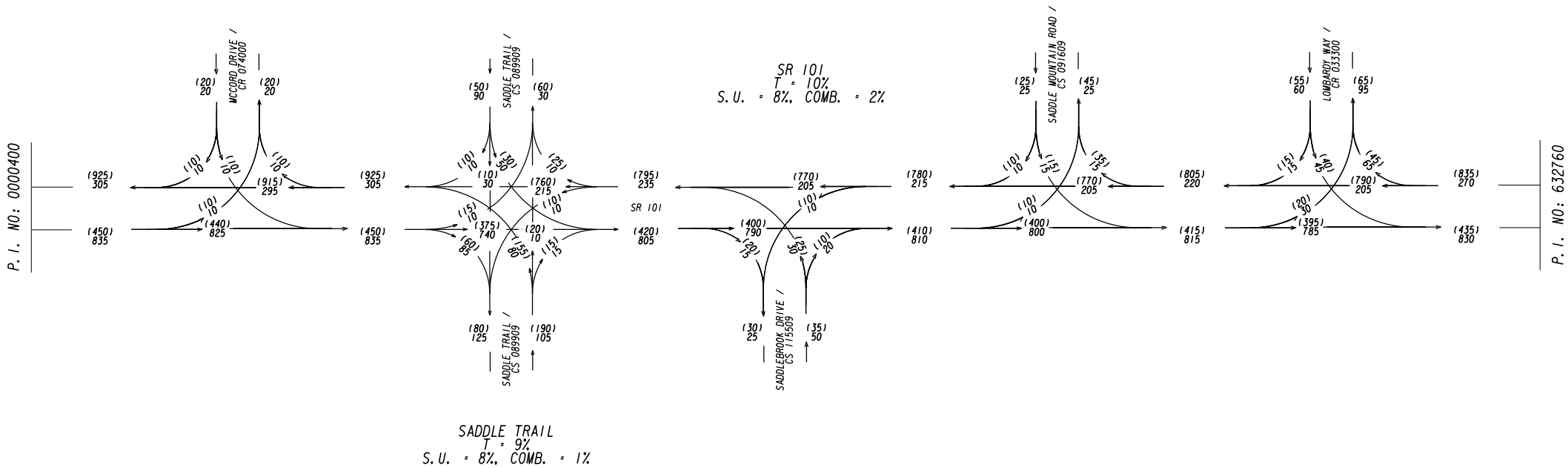
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SHEET 1 OF 1



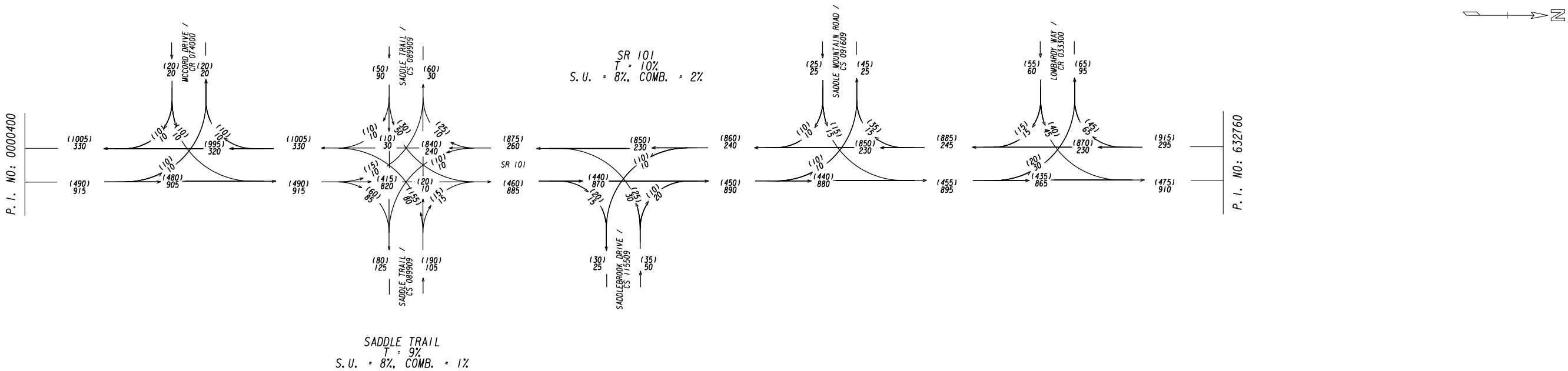
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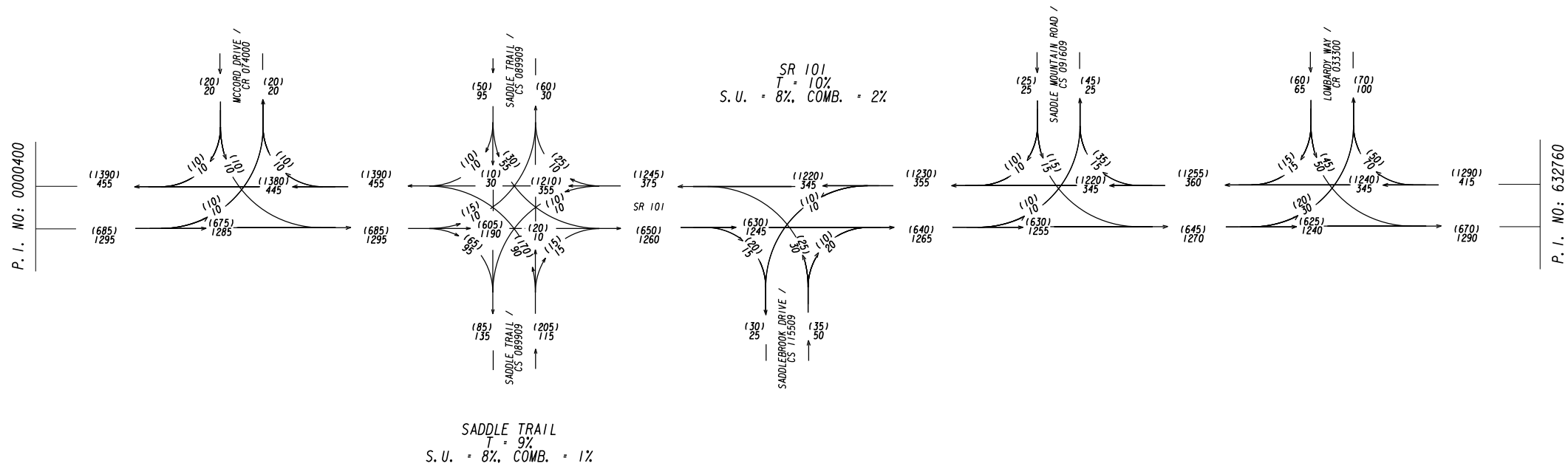
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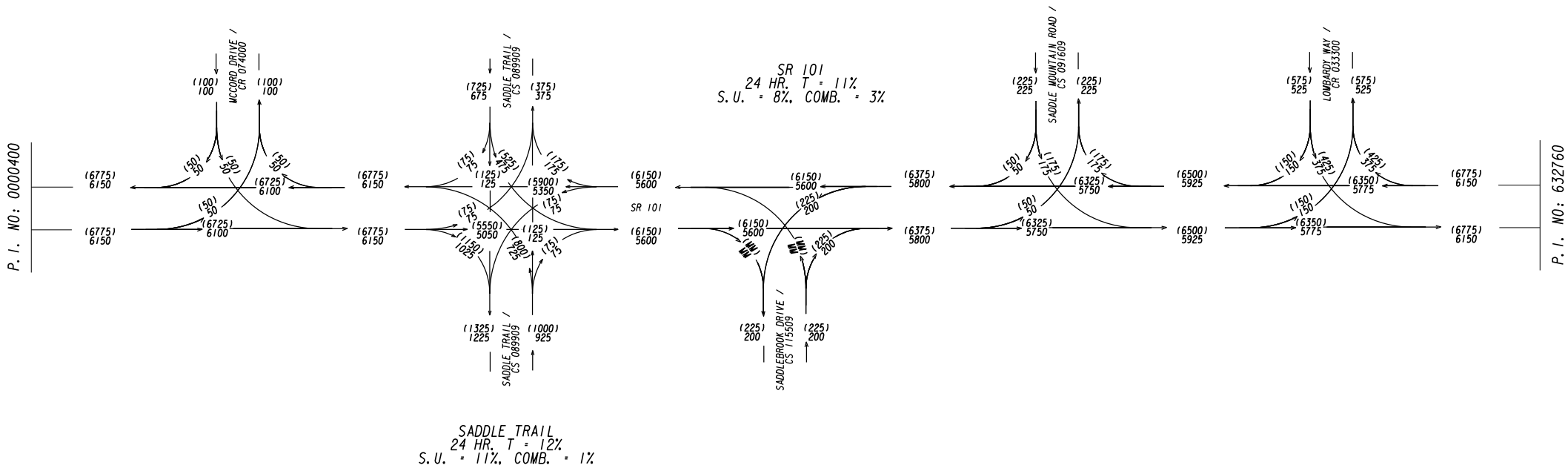


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SHEET 1 OF 1

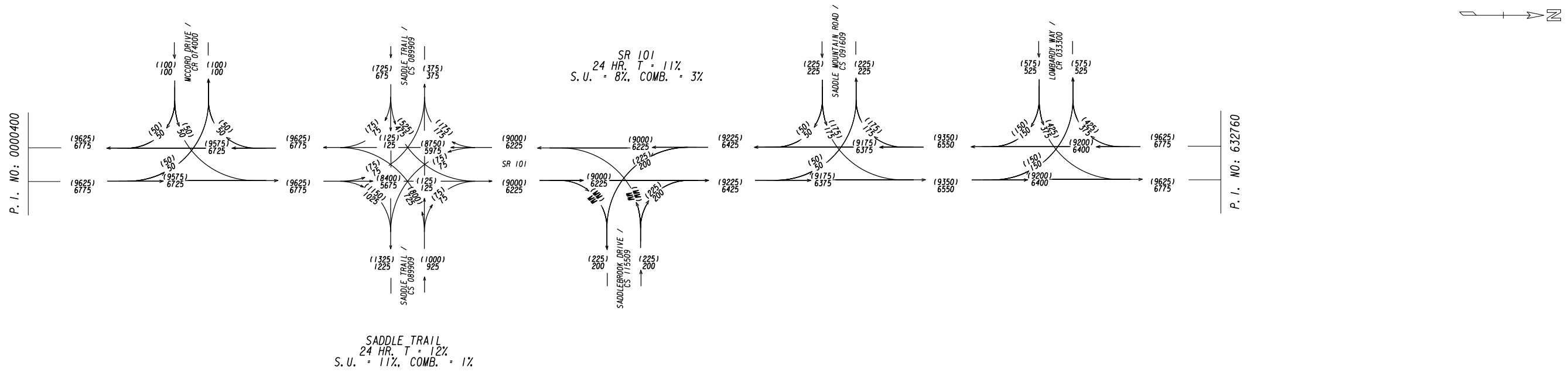


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P. I. NO: 621690

SHEET 1 OF 1



P. I. NO: 621690

Table 1
Existing, No Build, and Build Condition AADT and LOS
for Road Segments on the Project Corridor

Road Segment	Existing Year (2013)		Build Year (2021)				Design Year			
SR 101 (Rockmart Road)	Condition		Condition				Condition			
	No-Build		No Build		Build		No Build		Build	
	AADT	LOS	AADT	LOS	AADT	LOS	AADT	LOS	AADT	LOS
Lombardy Way to Holiday Drive	11800	C	12300	C	13550	B	13550	C	19250	B
Holiday Drive to SR 20 EB Ramp	11850	C	12400	C	13650	B	13650	C	19350	B
SR 20 EB Ramp to SR 20 WB Off Ramp	12850	C	13400	C	14775	B	14775	C	20925	B
SR 20 WB Off Ramp to E 20 th Street	14000	C	14600	C	7225	B	16100	D	10225	B
E 20 th Street to Roy Street	14000	C	14600	C	7225	B	16100	D	10225	B
Roy Street to E 19 th Street	14050	C	14650	C	7275	B	16150	D	10275	B

Table 2
Existing, No Build, and Build Condition LOS
for Intersections on the Project Corridor

Intersection	Existing Year (2013)		Build Year (2021)				Design Year (2041)			
	Condition		Condition				Condition			
	No-Build		No-Build		Build		No Build		Build	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
SR 101 & Holiday Drive (CR 050700)	C	C	C	C	C	B	C	D	C	C
SR 101 & SR 20 EB Ramp (RP 002002 & RP 002001)	D	D	D	D	C	C	E	E	D	C
SR 101 & SR 20 WB Off Ramp (RP 002003)	D	B	D	B	E	B	F	B	F	F
SR 101 & E 20 th Street (CS 090109)	A	A	A	A	A	A	A	A	A	A
SR 101 & Roy Street 101 (CR 034200)	C	C	C	C	B	B	C	C	C	C
SR 101 & E 20 th Street (CS 092309)	D	E	D	F	B	C	F	F	C	D

Project Number:
County:
P.I. Number:
Date:
Page 2

PAVEMENT WINDSHIELD SURVEY SUMMARY
For
GDOT Project No. STP00-0167-01(013); PI No. 621690
SR 101 Widening FM CR 740/McCord to CR 335/Lombardy Way,
Floyd County, Georgia

1. **Location/Description** This project is for the widening of SR 101 located south of Rome, Georgia in Floyd County within the following limits:

<u>Intersection to Intersection</u>	<u>Location</u>
CR 740/McCord Rd to CR 335/Lombardy Way	SR 101

The total length of this project is approximately 1.1 miles of main line evaluation. See **Figure 1** for a project location map. The survey for this project is not available at this time, therefore stations are not available.

2. **Historical Data** A historical data search was performed during this study. The **Georgia Department of Transportation** was contacted for available as-built pavement data for the existing SR 101 segment. Plans for project TSAP-FR-16-1(8), and FR-167-1(6) were obtained which provide roadway profiles, plan details, and typical sections for this project corridor as well as sections of SR 101 above and below the project corridor. The plan sections and profiles are marked with utility locations, widening suggestions, removal of existing utilities, as well as construction limits for the previously mentioned information. See **Appendix E** for applicable plans and typical sections.
3. **Traffic Data** No traffic data was provided from the GDOT for the purpose of this survey.
4. **Concept Report** No preliminary concept plans were provided for the purpose of this survey.
5. **COPACES** Computerized Pavement Condition Evaluation System (COPACES) was not utilized in this evaluation.
6. **Field Photographs** During our fieldwork, photographs to record the existing pavement conditions were taken at a maximum spacing of ½ mile and are included in **Appendix C**.
7. **Non-Destructive Field Testing** No non-destructive field tests were performed as part of this evaluation.
8. **Drainage Survey** The section of SR 101 that was evaluated for this study has two (2) to four (4) feet deep grassed drainage ditches running along the east and west sides of the roadway. Shoulder drop-offs exceeding ten (10) feet were also observed along the project corridor. Based on our field review, the roadway appears to be in good drainage condition. No standing water or other drainage issues were observed during the field work.
9. **Load Cracking** Level 1 to level 3 load cracking distress was observed throughout the length of the project in the north and south bound lanes of SR 101.

**Pavement Windshield Survey Report
SR 101 Various Projects
Floyd County, GA**

10. Block/ Transverse Cracking	Level 1 to level 2 block/transverse cracking distress was observed throughout the length of the project in the north and south bound lanes of SR 101.
11. Reflection Cracking	No reflection cracking was observed in the project corridor.
12. Raveling	Level 1 to level 2 raveling was observed throughout the length of the project in the north and south bound lanes of SR 101.
13. Edge Distress	Level 1 to level 2 edge distress was observed in localized areas along the shoulders of the project corridor. Edge distress is estimated at less than 10% of the project length.
14. Bleeding or Flushing	No bleeding or flushing was observed within the project corridor.
15. Corrugation or Pushing	No corrugation or pushing was observed within the project corridor.
16. Loss of Section	No loss of section was observed within the project corridor.
17. Patches or Potholes	Potholes and patched potholes were observed in localized areas throughout the project corridor. Patches or potholes are estimated to be less than 5% of the project length. Potholes were observed as mostly independent holes in the wheel paths, however, one twenty (20) foot section of interconnected potholes was observed in the far right northbound lane approximately 430 feet south of Lombardy Way.
18. Rutting	No rutting was observed along the project corridor.
19. Recommend- ations	Milling and resurfacing is recommended for the length of this project. Final recommendations for milling and resurfacing will be provided after coring and laboratory testing is completed and traffic data is available.
20. Special Conditions	It should be noted that at areas where multi-pass paving operations were performed (turn lanes, widened intersections, passing lanes, etc.) stress cracking equivalent to level 1 to level 2 load cracking occurs throughout the length of the multi-pass section. Cracks equivalent to level 3 load cracking in multi-pass sections were observed in localized areas only.
21. Limitations	The information provided in this report was for the purposes of a windshield survey only. Distress evaluations are specific to within the project limits listed in 1. Location/Description above. However; the recommendations presented herein apply to the SR 101 corridor for the following projects: STP00-0000-00(401), STP00-0000-00(400), STP00-0167-01(013), STP00-0167-01(014).
Reported By:	Jim Palmer, Staff Geologist
Reviewed By:	Sameer Moussly, Project Manager Kermit Schmidt, P.E.

SR 101 INITIAL CONCEPT TEAM MEETING MINUTES

LOCATION: GDOT District 6 - Cartersville Office

MEETING DATE: Tuesday, May 21, 2013, 10:00 AM

RE: SR 101 WIDENING
Task Order 1 – STP00-0000-00(400), PI No. 0000400, Floyd Co.
Task Order 2 – STP00-0000-00(401), PI No. 0000401, Floyd Co.
Task Order 3 – STP00-0167-01(014), PI No. 632760, Floyd Co.
Task Order 4 – BFH00-0167-01(012), PI No. 620900, Floyd Co.
Task Order 5 – STP00-0167-01(013), PI No. 621690, Floyd Co.

ATTENDEES: Angela Snyder – Wolverton & Associates, Inc.
Kerrie Boyette – Wolverton & Associates, Inc.
Brendetta Walker – Parsons Brinckerhoff
Katherine Park – Parsons Brinckerhoff
Scott Shelton – Gresham Smith and Partners
Nithin Gomez – Gresham Smith and Partners
Kevin Bailey – GDOT (OPD)
Carla Benton-Hooks – GDOT (OES)
Melanie Hale – GDOT (Design Policy and Support)
Tony Jones – GDOT (Design Policy and Support)
Karyn Matthews – GDOT (OPD)
Cynthia Burney – GDOT (OPD)
Kelly Gwin – GDOT (Planning)
Paul Grady – Floyd County Water
John Boyd – Floyd County
Kathryn Trube – Wolverton & Associates, Inc.
Julie Doyle – Wolverton & Associates, Inc.
Steven Foy – City of Rome
Mary Best – Michael Baker Jr. Corp.
Kelly Cory – Michael Baker Jr. Corp.
Joe Macrina – Wolverton & Associates, Inc.
Noah Simon – Floyd County
Bruce Ivey – Floyd County
Nabil Raad – GDOT (Traffic Ops)
Michael Haithcock – GDOT (D6)
Greg Hood – GDOT (D6)
Bruce Savage – GDOT (D6)
David Duggar – GDOT (D6)
Tom Tran – Gresham Smith & Partners
John “Casey” Glen – Edwards-Pitman Environmental
Dave Pearce – Edwards-Pitman Environmental
Tyler Lumsden – GDOT (Engineering Services)
Kerry Bonner – GDOT (D6 Utilities)
Jennifer Deems – GDOT (D6 Utilities)
Jimmy Amos – AT&T
W. Rodger Duncan – Georgia Power Company

Dee Corson – GDOT (Traffic Ops)

GENERAL TOPICS

- Kevin Bailey opened the meeting and introduced himself as the GDOT PM on the project and explained the purpose of an Initial Concept Team Meeting. Everyone then introduced themselves.
- Kevin handed it over to Angela Snyder to conduct the meeting.
- Angela gave a brief overview of the five projects in the corridor and outlined what the consultants have been scoped for: concept, environmental studies, public involvement, conceptual survey, conceptual pavement analysis, traffic studies, and 20% preliminary plans, as well as a traffic study for a project further south of the corridor. She explained that we were given a very aggressive schedule to complete in 13 months, but that we are likely to need an extension of three months due to the review times needed by the Department due to the magnitude of the project. She explained that the purpose of this project is to address safety and congestion issues along the corridor.
- Kerrie Boyette explained that a major concern for us is the South and Southeast Rome Bypass which ties into two of the SR 101 widening projects. Kerrie asked the GDOT PM, Cynthia Burney, to share information to the group about the project schedules.
- Cynthia said that the South Rome Bypass is on schedule to be funded for construction in fiscal year 2017. The TIP is still undergoing budgeting review and it is undetermined at this time if this project will be funded, but she believes that it is on schedule to receive funding. The South East Rome Bypass is scheduled to receive funding in fiscal year 2018.
- Kerrie asked Cynthia if she could provide the consultant's plans for the South East Rome Bypass to the Project Team in order to incorporate the proposed design features into the SR 101 concept layouts.
- Nithin Gomez then gave an update on the traffic projections. He said they have completed all of the counts along the project starting at SR 6 and extending through the interchange at US 411. They have assembled all the counts and have provided that information to Abby Ebodaghe at GDOT along with the methodology for projections and growth rate. Once this information is approved by Abby, they will begin the traffic projections and diagrams.
- Kerrie stated that we have received some of the accident information along the corridor and it is higher than the statewide average. The local police and emergency services confirmed at the stakeholder meeting last week that safety is a major concern along the corridor and that many accidents are occurring. They said there is at least one fatality every year.
 - Kerrie was then asked if all of the accidents were occurring at a consistent location or if they were in different places along the corridor.
 - Angela answered that the accidents were occurring in various places along the corridor based on the data that we have received and includes many types such as rear-ends, single car, embankment and guardrail face. Emergency services confirmed the data stating that most of the accidents were due to speed.

- Angela then explained that a spot speed study had been conducted in March 2013 and it verified that people are driving faster than the posted speed throughout the corridor.
 - Kelly said that on Task Order 5 the side road named Saddle Mountain could be a major accident area due to the skew angle and steep grades. She asked if the designers had considered how to address that area.
 - Scott Shelton answered that this area will be closely investigated during the concept development phase of the project. He stated that while conducting the site visit, his car bottomed out while turning down that side road. He said they may have to do a design exception at that location, but that it will all depend on the typical section chosen.
- Kerrie went over the potential roundabout or traffic signal locations on the corridor including the intersections of: Wax Road, South/Southeast Rome Bypass, and Saddle Trail Road.
- Kerrie asked the District for any existing maintenance issues that they are aware of such as drainage or pavement issues. The district said that there were no known issues that they were aware of at this time.
- Joe Macrina asked Kerrie to go the methodology used in determining the base and design years (2021 and 2014, respectively) for the traffic projections.
 - Kerrie explained that the base year of 2021 was selected based on R/W acquisition to begin in 2016 which would last two years, then two and half years to complete the construction.
 - Angela explained that Abby agreed with the methodology for selection 2021 since it is considered a Long Range project.
- Kelly Cory then asked if there was any discussion or basis involved in selecting the growth factor and using a constant factor.
 - Nithin explained that they considered different models to determine the growth factor including the fact that Rome has a 2040 model.
 - Nithin stated that this information was presented to Abby during the methodology discussion held on April 29th, 2013 and she provided direction regarding the model that should be used. Abby explained that the existing growth rate should not be used since there has been a decline in traffic volumes over the last several years.
- Angela then provided an update regarding the recent public involvement meetings that have been held and those planned for the future. A stakeholder meeting with Floyd County School System was held in the morning on May 13, 2013 and another meeting with Rome and Floyd County Emergency Services was held that same afternoon. A Local Government Meeting is currently scheduled with the City of Rome and Floyd County Elected Officials on July 25, 2013. A PIOH is tentatively scheduled for August 2013.
 - She said that in a meeting with the emergency services, she asked them how they would feel about lowering the speed limit along the corridor. The City of Rome was interested in reducing the speed within the city limits but the County was not interested in reducing the speed outside of the city due to the high number of trucks and lack of ability to enforce a lower speed.

- She then stated that during the stakeholder meeting with Floyd County Schools, there was concern regarding the Rome Bypass in that they have not been able to reach an agreement with GDOT for the right of way acquisition for Midway School.
- Bruce Savage with District 6 Right of Way responded that the school is an issue because they are closing their second access point by replacing Preacher Smith Road with the Southeast Rome Bypass. They will be re-routing parents through a neighborhood on a roadway that they believe is sub-standard. The business across the street from the school is also displeased due to the loss of their driveways since the Rome Bypass will be limited access.
- Michael Haithcock advised the Project Team of potential issues related to right of way to be anticipated during the PIOH. For the Southeast Rome Bypass, a news article was released in 2008 that GDOT was going to start buying right of way. Those plans required several total takes. Then funding for the project was pulled and the I-Bat issues came up. Those property owners were ready to move and are still waiting seven years later. He said due to this, there may be negative publicity since these projects have taken so long. He suggested that we use caution with giving a time frame for when right of way will be acquired when talking to the public.
- Cynthia then provided an update regarding Letting of the Bypass projects. She said that until the locals can help fund construction, there is not much that can be done. She said currently the South Rome Bypass is scheduled to receive funding in 2017 and the Southeast Rome Bypass is scheduled for 2018 based on the TIP.
- Bruce explained that the cost to cure for Midway School has been difficult on the Bypass projects because the Bypass is limited access which prohibits driveway access. The school's biggest concern is the need to separate the parent and bus traffic. Some of the parcels, including the school, may be condemnations.
 - He stated that they are currently on hold until spring of 2014 due to the I-Bat.
 - For the South Rome Bypass they have purchased 170 out of 175 parcels.
 - For the Southeast Rome Bypass, there are over 100 parcels and right of way acquisition has not yet begun.
- Kerrie went over the SUE scope and provided information regarding known facilities along the corridor. She stated that a SUE Kick off meeting was conducted at GDOT on May 15, 2013 to discuss the deliverables and schedule related to the Quality Level D SUE Submittal. She indicated that the only facilities that were not yet confirmed along the corridor were belonging to AT&T.
 - Jimmy Amos with AT&T stated that a field visit would be required to confirm the facilities along the corridor, but that he is aware that SR 101 between Rome and Rockmart is a major artery for their network. He confirmed that it is likely that they have a duct bank along the corridor.
 - Joe asked if we would be making any vertical cuts on the projects that could impact the duct bank.
 - Angela responded that there were several vertical curves of concern related to sight distance that would most likely require cuts.
 - Kerrie added that on Task Order 2, the existing profile mostly meets a speed design of 45 mph with some curves as low as 40 mph even though the roadway is posted 55 mph.

- Angela then provided an update related to the environmental special studies on the project. She said that there are about 20 potentially eligible historic properties on the corridor, which are mostly set back off the road. HNTB is currently working on the report that will detail the boundaries of the historic properties.
 - Joe then asked for the existing Right of Way width along the corridor.
 - Angela responded that in most places it is approximately 100 feet but that varies in some areas.
 - Joe commented that most likely this project will require us to acquire right of way.
- Dave Pearce then provided an update related to archeology. A previous report for the Bypass project has been pulled for initial environmental documentation. It is only a background materials check, and if the project is to proceed with plans and an environmental document, a field study will be required for SR 101.
- Casey Glen then updated the group on the ecology portion of the scope. He said that with the help of the Environmental Protection Division (EPD), the Team has identified waters along the corridor and determined their classifications.
 - The area is within a trout watershed meaning that there will be a 50 foot buffer required for the streams.
 - They identified about thirty buffered resources. Some of them will require a 404 permit from the Corps of Engineers. Under current EPD guidance, streams themselves cannot be impacted, but the buffer can be, with an approved buffer variance. However, changes will be made to the requirements of buffer variances possibly as early as July 2013. He is unsure of what those changes might look like.
 - The streams are running both parallel and perpendicular to the roadway. The parallel streams are the ones that pose a problem. The stream that is most concerning is one that is near the intersection of SR 101 and Wax Road where the stream is running along the east side of SR 101 for a significant distance. The stream then crosses SR 101 and runs parallel to Wax Road before crossing under it through a multiple barrel CMP.
 - Joe then asked what not impacting the stream meant: not being allowed to or having to fill out more forms to do it.
 - Casey said we will not be allowed to touch the actual stream at all.
- Casey then provided an update regarding endangered species along the corridor. He stated that the only one that is possibly an issue is the Indiana Bat.
 - Angela said that after conversations with GDOT, it was determined to not conduct the I-Bat study at this point in the process.
- Mary Best then provided an update for the Need and Purpose and Logical Termini portion of the project. She said that safety and congestion are the need and purpose of this project. The need and purpose statement will form the basis of the NEPA document. The logical termini will be determined based on the traffic studies.
 - Karyn Matthews asked if the interchange project would address operational improvements or the need to add additional capacity.
 - Scott answered that the traffic study will answer that question once the study has begun.

- Mary said that based on conversations with OES, one Need and Purpose document will be provided.
- Kerrie then talked about the speed limit along the corridor and how it changes from 55 mph at the southern portion to 50 mph then to 45 mph just before the interchange. She then opened up the floor for discussion about the proposed typical section. She pointed out that the Southeast Rome Bypass project includes one mile of widening on SR 101 to a four-lane section with a 20 foot raised median, curb and gutter, bike lanes, and sidewalk. She asked Cynthia to confirm that these improvements are being proposed with the bypass project.
 - Cynthia agreed to confirm the improvements needed along SR 101. The Right of Way plans seemed to show that the one mile section of SR 101 is about 0.5 mile on each side of the proposed bypass.
 - Joe commented that the typical section for the SR 101 improvements proposed as part of the Bypass project means a design speed of 45 mph.
- Kelly asked for clarification on including the Bypass project as being built when determining the logical termini for this project.
 - Angela said that based on direction from GDOT, we are to design and develop the concept report for the SR 101 widening project assuming that both Bypass projects are built.
- Michael stated that Rome has a good network of multi-use trails. He would really like it if this project had a multi-use trail to connect to the ones already in existence.
 - Noah Simon commented that multi-use trails are controversial and tend to have a negative connotation within the County. He asked that the County and City be able to provide input during the Local Government Meeting scheduled for July 25, 2013 regarding this discussion.
 - Bruce said that he thinks both Bypass projects will be constructed before the SR 101 widening project, and that during the PIOH, we could get a lot of information from the public about what they would like to see in a typical section.
 - Joe said that in order to have a multi-use trail we would have to lower the speed limit to 45 mph and include curb and gutter.
 - Kelly suggested that the section north of the Bypass could be lowered to a speed limit of 45 mph and then south of the Bypass could remain at 55 mph. Joe agreed by stating that the ADTs seem to support that suggestion.
- Michael then stated that Dwayne Comer (District 6 Engineer) has some innovative ideas regarding the interchange and explained that he had shared those ideas with Gresham Smith previously.
 - Scott said they have his sketch and will need to evaluate impacts. They have another idea sketched and will put together a cost to determine a cost/benefit ratio during the concept development.
- Nithin responded to Joe saying that the ADTs are the current year ADTs and believes that, based on their preliminary projections, most of the corridor will require a four-lane section in the design year.
 - Kelly suggested that the Team determine a logical location to transition the typical section down from a four-lane section.

- Nithin responded that based on their current projections, Wax Road will likely be the point for a drop in traffic.
 - Kelly stated that since Wax Road is a signalized intersection, it would be a logical transition from a four-lane to a three-lane section.
- Karyn said if we lowered the speed to 45 mph and could keep a bike lane, maybe it could connect to the multi-use paths that already exist. She explained that the Silver Comet trail is located in Rockmart which is about 10 miles away from the project, so it may not be unrealistic to connect the trail to Rome.
- Angela stated that since the improvements to SR 101 due to the Bypass project would have recently been completed, it does not make sense to reconstruct that one mile section of the road; therefore, the typical section for at least a portion of SR 101, would be a 20 foot median with curb and gutter, bike lanes, and sidewalk adjacent to the bypass.
 - Joe said that based on GDOT regulations, from capacity standpoint, we could propose a five-lane section north of the Bypass and transition to a three-lane section south leaving the median at the Bypass.
- Angela asked if there was any opposition to a five-lane section or to changing the speed limit to 45 mph.
 - Noah suggested that the July 25th meeting would probably be the best place to have the discussion about changing the speed limit.
 - Kelly said that if emergency services said they could not enforce the lower speed limit, then maybe adding the curb and gutter would help give a safer place for them to run radar.
 - Kerrie confirmed that Floyd County does not currently run radar because there is not an adequate shoulder to pull off the road.
- Melanie Hale then asked if we had considered creating curvature and traffic calming measures to the design to force drivers to go slower on the road.
 - Karyn said that those measures are controversial at GDOT.
 - It was then stated that the concern is if we lower the speed limit and provide a place to enforce, people will start to get more and more tickets. Then, they will complain and request a spot speed study which will show that drivers are using higher speeds. This could cause them to raise the speed limit of the road that was designed at a lower speed.
- Kerrie then added that during the stakeholder meetings, the Team learned that SR 101 is used as the main route from Rome to the Atlanta airport. Knowing this, the corridor could be viewed by the public as a highway with higher speeds.
 - Angela then asked if Cynthia could provide the concept report for the Bypass project to determine the reason for assuming a speed design of 45 mph along SR 101.
 - Cynthia said she was unsure of what went into that decision but that she would provide this information to the Team.
- Melanie asked if the design team was hoping to include sidewalks on the project.
 - Angela replied there are not currently many pedestrians walking out there today, but that it is probably because they do not feel safe walking out there today.
- Joe then asked if this project is something that the District wants.

- Noah said that they know they want improvements made to SR 101, but were not interested in sidewalks or bike lanes.
 - Greg Hood acknowledged that the project was favorable to the District.
 - Joe said it was one of the top priority projects for the region on the TIA list.
- Kevin then asked if anyone had any further questions and thanked everyone for coming.
- The meeting adjourned at 11:20.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. Nos. 0000400, 0000401, OFFICE: Environmental Services
632760, 620900, DATE: November 20, 2013
621690

FROM Glenn Bowman, P.E., State Environmental Administrator

TO Distribution Below

SUBJECT PUBLIC INFORMATION OPEN HOUSE SYNOPSIS

PROJECT Nos. & COUNTIES: **STP00-0000-00(400), STP00-0000-00(401), STP00-0167-01(014), BFH00-0167-01(012), STP00-0167-01(013), Floyd County**

PROJECT DESCRIPTION: SR 101 Improvements from Pleasant Hope Road to the US 411 Interchange

DATE: November 19, 2013

NUMBER IN ATTENDANCE: 163

OFFICIALS IN ATTENDANCE: None
Rome News Tribune and WRGA/South 107 Media in attendance

NUMBER OF COMMENTS: 31 comment forms were submitted.

COMMENT THEMES: 9 comment forms expressed opposition to at least one of the projects, mainly related to impacts to property, homes and Saddlebrook Downs Subdivision; not enough congestion to warrant widening; alternating passing lanes preferred.

Those supporting at least one of the projects noted the dangerous nature of the road, the need to accommodate traffic, a desire to expedite the project.

PREPARED BY: Leah Vaughan, Sycamore Consulting, Inc.

TELEPHONE No.: (404) 377-9147

cc: Kenneth Franks, P.E.
DeWayne Comer, P.E.
Mohammed Arafa
Sam Pugh
Jenelle Sams

SR 101 Stakeholder Interview
Floyd County/City of Rome Emergency Management
May 13, 2013

Attendees:

Scotty Hancock, Floyd County
Debbie Burnett, Rome Police
Elaine Snow, Rome Police
Robby Hill, Floyd County
Michael Patterson, Floyd County
Bud Owens, Floyd County

Kevin Bailey, GDOT
Angela Snyder, Project Team
Kerrie Boyette, Project Team
Leah Vaughan, Project Team
Marissa Martin, Project Team
Brendetta Walker, Project Team

Kevin Bailey of GDOT opened the meeting by thanking everyone for their participation and asking each person to introduce him/herself. Following introductions, Angela Snyder briefly reviewed the project, indicating that the corridor improvements would include 5 separate projects. She further described the project as being considered as long range. She noted that GDOT is currently in the concept development phase.

Leah Vaughan asked participants to identify areas where issues with the transportation facility were present. The following responses were given:

- Fatalities have occurred at Spur 101 and Pleasant Valley Road. This is a low visibility site with a skewed intersection.
- Driver behavior is an issue. People drive like they are on the interstate. There is also an issue with people not paying attention to left turn lanes.
- The intersection of SR 101 and Saddle Mountain Road is at the crest of a hill, making it a dangerous intersection.
- From SR 101 the turning movement on to US 411 or Lombardy Way results in lots of near miss crashes.
- There are issues with people waiting to turn left at the bottom of a hill at Saddle Trail – with vehicles behind them speeding down the hill, trying to beat the light.

A meeting participant asked if the whole corridor would be four-laned. Angela responded that the project is in the concept development phase and that the department is seeking to identify the appropriate improvement.

Angela asked participants what they thought about lowering the speed limit on the corridor. The following responses were given:

- In the City of Rome, most accidents occur between Saddle Mountain Road and Lombardy Way. The grade is steep here and lowering the speed limit might be acceptable in this section.
- County participants indicated that lowering the speed limit may be problematic, due to large trucks needing to gather speed to crest the next hill. Concern was also voiced that a reduced speed limit may make it increasingly difficult to access SR 101 from side streets, particularly Pleasant Valley Road. It may also be difficult to enforce.

When asked what the causes of the accidents were, the following responses were given:

- Steep grades
- Attempting to beat lights
- Access to SR 101 from side streets
- Sight distance issues
- Speed

Other comments received included:

- It would be nice to have a ramp on to US 27 Southbound, particularly for ambulance response.
- Emergency responders asked about access during construction. Agency coordination will be key during construction.
- Schools are major contributors to traffic and congestion. Traffic at Midway School is heavy and it is difficult to patrol because there is no space on the shoulders for the patrolmen to park to run radar and pull people over. Also there is a major sight distance issue at Midway School Road on SR 101.
- The corridor is a major route for truck transport from industry in Rockmart to northern areas.
- Floyd Medical Center is the regional trauma center for 8 counties in the region. SR 101 is a route used by ambulance to access the hospital, particularly for emergency responses from Paulding, Polk and southern Floyd Counties.
- The corridor is used to access US 278 and Atlanta as an alternative to I-75.
- Traffic is much heavier than it was 4 years ago.
- Enforcement of speed is an issue as there is not a good place to turn around or write tickets due to the requirement of needing to have at least 500' of visibility to drivers.
- Most intersections have steep downhill grades, making it difficult for tractor trailers.

- Most accidents at Wax Road are rear end collisions, with people coming down the hill and colliding with vehicles attempting to turn left.
- Single car accidents generally occur more often on the northbound route. Speed and weather conditions make it treacherous (i.e. snow, rain).
- Several participants indicated that they encourage their family members to use alternative routes (i.e. Preacher Smith Road).
- Reducing the speed would increase congestion.
- Head on collisions or other wrecks are due to people passing with inadequate sight distance.

When asked if there were short term improvements that should be considered, meeting participants discussed the possibility of warning flashing lights at dangerous intersections. They also noted that full signalization of the intersections may not be the answer, though they suggested it did help at Wax Road.

When asked about freight issues, meeting participants described a very active train track. They further noted that trains often sit on the tracks while waiting for another train to pass. This results in several roads being locked in, such as Maple and Donohoo Roads.

There being no additional comments, the meeting was adjourned.

**SR 101 Stakeholder Interview
Floyd County School Board
May 13, 2013**

Attendees:

Derry Richardson, Floyd County Schools
Guy Hall, Floyd County Schools
Sam Sprewell, Floyd County Schools
Tim Hensley, Floyd County Schools

Kevin Bailey, Georgia Department of Transportation
Angela Snyder, Wolverton & Associates
Kerrie Boyette, Wolverton & Associates
Leah Vaughan, Sycamore Consulting
Marissa Martin, Gresham Smith Partners

Leah Vaughan opened the meeting by thanking everyone for their time and asked everyone to introduce themselves. Following introductions, Angela Snyder briefly reviewed the project, indicating that the corridor improvements would include 5 separate projects.

A representative from the School Board asked if the projects would be built in the order listed on the location map. Angela responded not necessarily and further described the project as being considered as long range. She noted that GDOT is currently in the concept development phase.

A school system employee noted that Midway School, which is located along SR 101, currently has less than 300 students and is K-3.

When asked about transportation issues and concerns to the School System the following responses were given:

- How much property will be absorbed from Midway School? Our concern is buses entering and exiting and having to cross multiple lanes of traffic. Coming out of Midway Road and having decent sight distance is a great concern. A new bus lane will need to be constructed, and we are land locked.
- The South Rome By-Pass will acquire approximately 3.4 acres from the school. You need to get the plans for the South Rome By-Pass to see how these two projects would affect the school.
- The school system carefully selects bus stop locations, as safety is a major concern. All bus stops along SR 101 would need to be reevaluated in conjunction with the improvements to the corridor.
- The project in yellow (PI 0000406) is the worst part of the corridor. Is there a way to go ahead and fix that segment? The commenter who suggested this lives along this segment of SR 101.

- Hilly nature of the corridor results in limited sight distance and the need for trucks to go fast in order to get back up the next hill. This in turn makes it difficult for vehicles to enter the SR 101 corridor from side streets. Pleasant Valley Road is a prime example of this issue.
- The corridor is a major thoroughfare to Rome and speed is an issue.
- There is a paper mill in the western part of the county. If the bypass is completed, the trucks coming from the mill will drive right past the school.
- While in negotiations with the State for right of way associated with the South Rome Bypass, the School System conducted a Risk Hazard Study. The results of this study indicate that the school site will be unsafe once the South Rome Bypass is constructed.
- SR 101 is the dividing line between school zones. Buses drop kids off at Midway School and then cross over SR 101 to go to other schools.
- Specific intersections that need attention are SR 101 with the following side streets:
 - Preacher Smith Road
 - Donahoo Road
 - Old Rockmart Road
 - Wax Road
 - Treemont Drive
 - Pleasant Hope Road
- Buses are interspersed with cars during school rush hours, beginning at 7:00 am. When asked if the staff was aware of any accidents along SR 101 involving buses, the answer was no.
- The corridor is not an isolated rural area any more. It is seen as a viable alternative to I-75 when trying to access the airport. When asked why there were so many accidents, staff responded that speed, commuters from Polk attempting to get to Rome for work, pass through truckers especially to airport, and trucks.
- School system staff suggested that the Public Information Open House could be held at the school.

There being no additional comments the meeting was adjourned.

SR 101 Stakeholder Interview
Floyd County/City of Rome Emergency Management
May 13, 2013

Attendees:

Scotty Hancock, Floyd County
Debbie Burnett, Rome Police
Elaine Snow, Rome Police
Robby Hill, Floyd County
Michael Patterson, Floyd County
Bud Owens, Floyd County

Kevin Bailey, GDOT
Angela Snyder, Project Team
Kerrie Boyette, Project Team
Leah Vaughan, Project Team
Marissa Martin, Project Team
Brendetta Walker, Project Team

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Other comments received included:

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